

Why the Paige is the Most Popular Car in the \$1000 Field



The popularity of the Paige Car isn't a matter of luck. The Paige didn't just happen to become popular. Paige popularity lies solely and absolutely in the car.

Broadway and Michigan Avenue have acclaimed the Paige. St. Louis and London admire it, government officials in Washington and Tokio choose it—everywhere, the world over, the Paige is recognized as the leader of the thousand dollar field.

But Why? Simply because the Paige is so good an automobile, and because it is not only so good but so stylish, and because it is not only so good and so stylish, but so comfortable, and because—this point is very important—it stays good and stylish and comfortable so long. That's the rock on which Paige popularity stands.

The PAIGE Car

so good because we build it with such care. The motor—the very heart and life of the car—couldn't be built with greater care if the Paige sold for three times its price. We build the motor ourselves and we know. There are a score of refinements about the Paige motor which you will not find in the motors of other low priced cars, and these refinements like the ground cylinders (not merely bored and reamed), the heavy drop-forged, heat-treated steel crankshaft, the long (8 1/2 inches) drop-forged carbon steel connecting rods—these and many other distinctive high-priced practices make the Paige motor powerful, enduring and silent to a degree which no other car in its price field can match.

Mechanically—all the way through the car—the same better materials and workmanship prevail.

As to the style of the car, its graceful lines, you need but to look at it to know it. And as to comfort, you can prove that for yourself easily.

The Paige comes ready for the road. The regular equipment includes top, windshield, 5 black enamel lamps, generator, horn, tools, jack, tire repair outfit, etc. Quick detachable rims (set of 5) on touring car models, including tire irons, \$15. Same equipment on roadster, \$12.50. Self-starter and Prest-O-Lite tank installed at factory, if desired, for a nominal charge of \$25. Six body types of latest design, all built on the one Paige chassis, and with the one Paige unit power plant, prices \$975 and \$1000.

Come in and see the Paige before you buy any car
"SERVICE IS OUR MOTTO."
THE SELBY COMPANY,
Tel. N. 3749 1615 O Street N.W.
PAIGE-DETROIT MOTOR CAR COMPANY, DETROIT, MICHIGAN



BY HOWARD S. FISK.

Now that the sociality run and Memorial day races at Benning, have passed into history, interest, so far as local motorists are concerned, is focused on the coming three-day endurance run under the auspices of the Automobile Club of Washington, June 11, 12 and 13. The start and finish are to be in this city, while the distance to be covered is approximately 500 miles. The pathfinding party, composed of the automobile editors of the local newspapers, left Washington this morning at daybreak to blaze the trail for the run, and are expected home Tuesday afternoon, about 4 o'clock. The trip is being made in a Cole touring car, with Cleveland C. Campbell, who covered himself with glory Thursday afternoon at Benning, when he carried off The Star trophy in the twenty-mile free-for-all event, at the wheel.

The route of the run will be from Washington to Rockville, Clarksburg, Hyattstown, Urbana, Frederick, crossing over Middle and South mountains to Hagerstown, which will be the noon control. The journey will then be continued to Chambersburg, Shippensburg, stopping overnight at Harrisburg, Pa. The total mileage the first day will be about 141.5 miles. The second day the motorists will leave for Philadelphia, via Reading and Allentown, the latter place being the noon control. The night stop will be the Quaker city. Total distance for the second day's run, 145.1 miles. The last day of the contest will be from Philadelphia to Washington, via Wilmington, Elkton, Perryville, Havre de Grace, Beltsville, Baltimore, and over the boulevard to the finish line. The distance will be the longest of the three days, being about 150

Philadelphia tomorrow afternoon and Washington Tuesday afternoon.

Washington was not the only place where interest was displayed in track racing events. Indianapolis, another center of the automobile industry, conducted a second 500-mile contest, which attracted close to 10,000 spectators. Twenty-four of the cars were lined up before Fred Wagner, but only ten finished the contest. First honors were awarded to Joe Dawson, who drove his National at the rate of 78.2 miles per hour for the entire distance, which he negotiated in 6 hours 21 minutes and 6 seconds. The record for the race last year of Ray Harroun in a Marmon "Wasp" was 6 hours 42 minutes and 8 seconds for the same distance. The finish of the contestants and their time was as follows:

Driver and car	Time
1. Dawson, National	6:21:06
2. Tetzlaff, Fiat	6:31:20
3. Hughes, Mercer	6:34:56
4. Metz, Stutz	6:36:35
5. Endicott, Schenck	6:40:28
6. Zengel, Stutz	6:50:25
7. Jenkins, White	6:52:38
8. Horan, Lozier	6:53:37
9. Wilcox, National	7:11:29
10. Mulford, Knox	Flashed

The most pathetic part of the whole race was the "hard luck" which overtook Ralph de Palma, one of the newest list of pilots who ever sat behind the wheel of a monster racing machine. He had reduced every speedway record from ten miles up to 400 miles. He had covered 189 laps when it was learned that his big German Mercedes had encountered engine trouble. He came down the stretch at a wobbly pace, only two cylinders working in his speed creation. He was heading for the pits when he was waved to "go on," as Dawson, in his big National racer, was sweeping the boards before him, and was within five laps of the leader. On the back stretch the Mercedes died completely out and slowly it was pushed on around the two-mile circuit to the pits, only one lap short of the coveted prize, but unable to finish the race. It registered over the

is heated to decompose the copper salts into a black copper oxide. The heating must be carried out in a charcoal fire or in a closed muffle furnace. After the brass has been polished and it is desired to lacquer it in such a way that it may preserve its polish, the first recipe is followed, with the exception that no coloring matter is added to the lacquer. This will then be translucent and very efficient in forming a protecting coat over the polish of the brass. It is very desirable to follow this plan with the rims of glass wind shields.

P. J. McDonald of the Kelly-Springfield Tire Company, left a few days ago for headquarters in New York, where he will remain until Tuesday.

A 1912 Detroit electric victoria was delivered yesterday afternoon to Mrs. John O. Knox. The car will be shipped to Lynn, Mass., where Mrs. Knox will enjoy her leisure moments motoring over the smooth New England roads.

There will be no startling changes in the 1912 products of the Cleveland factories over those of this year. It is said to be almost certain that the older models will continue their present careers, with only minor refinements and a few alterations in body designs.

A few years ago it was considered a big stunt for a car to cross the continent, and even until now it has been the custom to make great preparations for such a trip. A car starting from coast to coast usually carried an expert driver or a mechanic, and it was equipped in all manner of ways for a strenuous campaign, and even new parts were waiting for it at various points on the journey. The time appears to have arrived, however, when there are men and cars equal to starting out on a trip wholly as a matter of pleasure and without any fuss. A case of this sort is that of George Berk-Smith of San Francisco, who is driving

STARS OF 500-MILE INDIANAPOLIS RACE.



RALPH MULFORD · HUGHIE HUGHES · JOE HORAN · JOHNNY JENKINS

miles. Belair, Md., will be the stop for dinner and replenishing the machines at noon.

The first car to enter the run was a Buick car, entered by Ted S. Johnston, manager of the Buick Motor Company, and received the honor of being the first car to start from all controls early in the contest. Manager Johnston, who was formerly captain of the Automobile Club of Washington, has donated a handsome trophy to be contested for annually, the car winning the contest three times to retain the cup permanently.

The affair will be run under grade III of the contest rules, which penalizes for work done on the road, lateness in starting or arriving at controls and for replenishing of gasoline, oil or water outside of controls. The penalties are to be imposed only for those conditions which would inconvenience a private owner who is enjoying a touring trip. The cars will be classified according to price, in two divisions of seven sections each. One division will consist of touring cars only and the other divisions of runabouts, roadsters and toy tonneaus. The cars in each division will be classed as follows: Section 1, \$800 and under; section 2, \$801 to \$1,200; section 3, \$1,201 to \$1,600; section 4, \$1,601 to \$2,000; section 5, \$2,001 to \$2,400; section 6, \$2,401 to \$2,800; section 7, \$2,801 and over.

In each section of type runabout or touring car divisions, a cup will be awarded to the car which finishes with the best score. In addition to these a valuable silver trophy, donated by T. S. Johnston, will be awarded to the car in any division, irrespective of body equipment, which completes the run with the best score. In the event of a tied score in any one class for the sweepstakes the award will be made by lot or in any other manner that may be agreed upon unanimously by the entrants so tied.

electrical timing at the 100th lap of the 200, while sympathy was being poured on poor de Palma, who had fought the battle of his life and had lost.

William H. Hellmuth of Alexandria, Va., received his new 1912 Michigan touring car yesterday, being the latest purchaser of a car of this make. The car is a model K, finished in black, with blue chassis and running gear. The car is completely equipped for touring.

M. J. Lawrence has placed an order for a 1912 Detroit electric colonial brougham, for early delivery. The car is to be finished in blue with blue leather interior upholstery.

ing from Los Angeles to New York with his family in a fifty-horsepower Simplex car. Except for the usual touring accessories, equipment Mr. Smith made no extra preparations for the trip.

W. A. Ward, formerly connected with the Buick Motor Company, has joined the sales staff of the Lozier Sales Company, and will assist W. M. Gleesby with the Lozier car in the National Capital. Mr. Ward is one of the best posted men on American and foreign cars in the National Capital, and for a number of years sold Columbia motor cars in this city.

Judge Prouty, chairman of the Interstate commerce commission, has ordered a 1912 Apperson 4-45 roadster, fully equipped, to be delivered June 15, at his summer home, Newport, Vt.

That the automobile races scheduled for the fast Galveston Beach August 8, 9, 10 in the south is practically assured by the interest being displayed by the motor car manufacturers and racing pilots who have signified their intention of participating in them.

Mrs. Nicholas Longworth, daughter of former President Roosevelt and wife of Representative Longworth of Ohio, last week purchased a 1912 Detroit electric victoria from the local representatives of this car. The car was delivered Wednesday afternoon.

F. C. Parsons of the Marshall-Parsons Company left yesterday to spend the summer at Narragansett Pier, R. I. He is making the trip in his S. G. V. car, and expects to return over the road about September 15.

A 1912 five-passenger Paige touring car was delivered last week to G. O. Wilson. The car is finished in dark blue, with gray running gear, and is fully equipped.

fore the days of the railroad, and he has been locally credited on many occasions with having dug the Grand Canyon out of the desert. This feat Mr. Bass modestly denies.

The Studebaker Flanders "20" pathfinder for the tour, recently made the trip to the canyon over the new road. Though the car carried five men and their baggage, the run was easily made at an average speed of nearly twenty miles an hour.

The entire distance over the new road logged slightly more than seventy-three miles. About half was typical desert country, inhabited by prairie dogs, coyotes, a few antelope and an immense herd of wild horses. The other half is similarly arid, but rather mountainous. For more than twenty-five miles the road follows a tortuous valley. There is no human habitation between Ash Fork and Grand Canyon, and not a single well or stream of water, except in the rainy season, now several months past.

N. M. K. Gilmour, local representative for the Herreshoff car, last week closed a contract with the Monumental City garage, in Baltimore, to handle the car in that city. Mr. Gilmour returned a few days ago after a trip over his territory in Maryland.

Among the many issues brought before the public by presidential position at Grand Canyon. The tour for which it was constructed is the first of its kind, including, as it does, an aggregation of over sixty Studebaker cars, nearly all of which are owned in Phoenix, the Arizona metropolis.

When the tour was first announced it was the intent of the Phoenix men to drive their cars to the canyon by a rough sandabout route, following the lines of the Santa Fe railroad by way of Williams. But the citizens of Ash Fork objected. They readily appreciated the fact that their own town was missing a fine chance to show itself to advantage on the map. A committee accordingly told the Phoenix people that they would guarantee a more direct route via Ash Fork. Then they went to work with their picks and shovels, working out half-way, where they met a similarly public-spirited gang of road builders from Grand Canyon, who had laid out the second half of the trail.

The whole job was under the direction of the veteran "Bill" Bass, who has lived in the Grand Canyon country since he

cleaned of loose dirt, scarified and re-shaped to form a proper foundation. Badly worn places are filled in with macadam and the entire foundation is then thoroughly rolled and filled with clean dry sand. The old road is then ready for the asphaltic concrete, which is made with asphaltic cement and mineral aggregates. While on the subject of good roads Mr. Humphreys described a road which runs between Calcutta and Bombay, India. This road is supposed to be thousands of years old and yet is in practically perfect condition today.

(Continued on Sixth Page.)

STOCK CHAMPION

National WINS

500-MILE SPEEDWAY RACE

Averaging 78.6 Miles Per Hour

From the factory, through the race test, comes the National car you own.

Racing is but part of the manufacturing process that tests and perfects National cars for your safety, comfort and indefatigable service.

A race such as the 500-mile event, won by the National from a field of cars from all nations, most of which are higher priced than the National, is a much harder test of every ounce of power and every fiber of strength than a tour of thousands of miles.

That the National again proved its superiority is your unimpeachable guide to the best car, regardless of cost. The race demonstrates the reliability, power and longevity of the National. We do not sell you a racing car. We do sell you a car embodying the principles found perfect and able to stand the hardest of tests.

We sell you a car that has proved its superiority over all others.

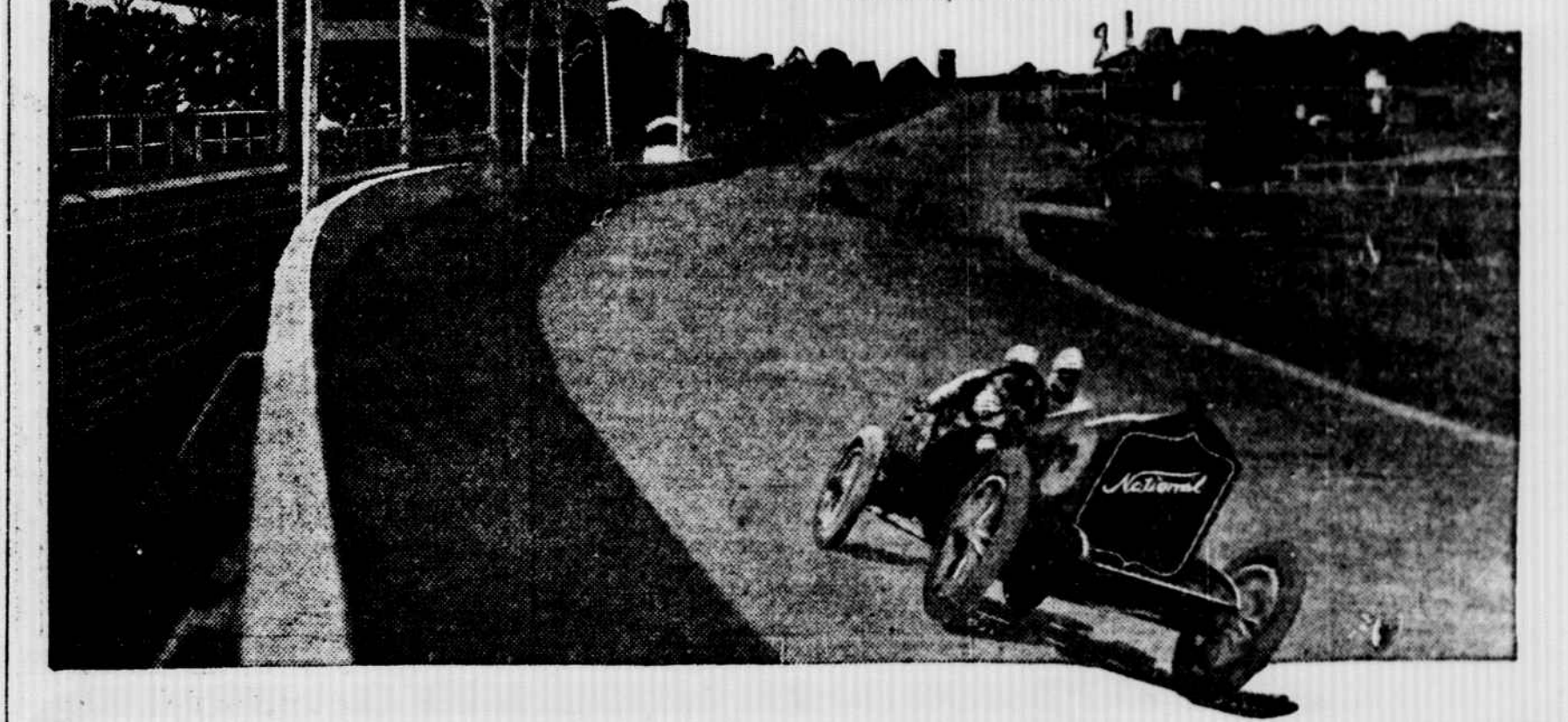
The National is the criterion in every respect for 1913. With left-hand drive and center control, long wheel base, deep, luxurious upholstery, self-starter, tire pump, integral part of motor, gas and electric lights, long, low bodies of beautiful design and finish, long resilient springs, powerful but flexible motor, noiseless and comfortable, no other car offers greater service or enjoyment than the National.

The National is the most renowned car on earth and enjoys the greatest prestige because it is able to crown its past achievements, such as World's Stock Champion, with the International Championship.

The 500-mile race is a positive test where the National's Quality is proven to be the best, most reliable and durable.

Four models, \$2,600 to \$3,000. Write at once for Series "V" Book. It is the 1913 motor car style book.

STORM MOTOR CAR CO.
1012 14th Street N.W. Tel. Main 7005.



The 1912

100% Efficiency

Electric Self Starter---Electric Lights
Electric Ignition

The real value of this car is not adequately expressed by its price.

We have sold 65 of this season's models in Washington, and a great many of them have been sold to people that have owned higher-priced cars.

Almost everybody is Cadillac-convinced — almost everybody concedes its unique reputation.

The Cook & Stoddard Co.
1138-40 Connecticut Ave. Telephone North 7810.

We Can Supply Everything
You Need in the Line of

Automobile Supplies
Better be prepared for emergencies if you are going to take an Auto Trip. All the extras you may need we can supply at very reasonable charges.

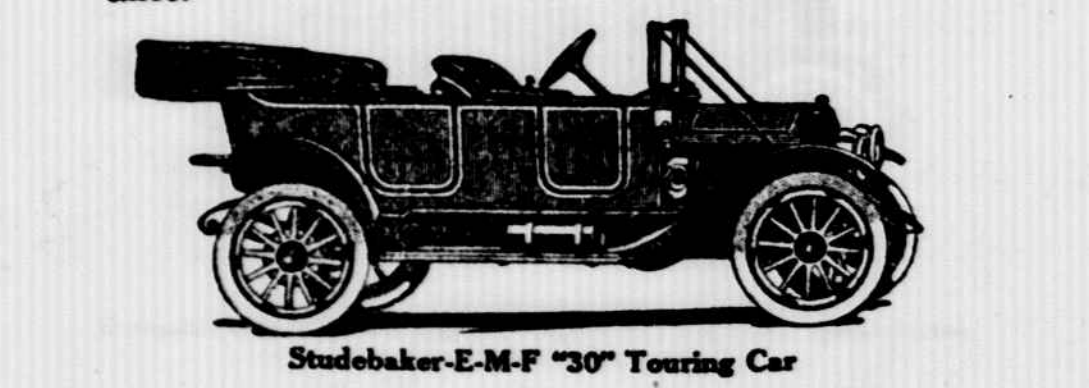
We sell all the best make Tires. Big stock of Automobile Trunks. If you get a puncture, phone us and we'll send a new inner tube.

Headquarters for High-Grade Refrigerators
Barber & Ross The Big Hardware Store
Eleventh and G Streets

Studebaker 10,000 Mile Proof

Some things about a car you can see and understand easily, others a little driving will demonstrate, but it takes about 10,000 miles to prove the real power and stamina in a car.

It is in the 10,000 mile characteristics that Studebaker-E-M-F "30" and Flanders "20" cars are most clearly first. The better you know them, the better you like them. Your confidence is continually repaid because Studebaker-E-M-F "30's" and Flanders "20's" are built in the largest and best automobile factories in the world by men who are as careful of a minor bearing adjustment as they are of the car's appearance.



Studebaker-E-M-F "30" Touring Car
Price, Standard Equipped, \$1100.00. b. Detroit
Equipped with Top, Windshield, Front-Old-Tank and Speedometer, as above, \$1185.00. b. Detroit

Our new Art Catalogue will interest you. Send for it.
The Studebaker Corporation
DETROIT, MICHIGAN
COMMERCIAL AUTO AND SUPPLY CO.,
Tel. M. 2174. 1313 New York Ave. N.W.